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C-O-N-F-I-D-E-N-T-I-A-L

INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

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COUNTRY: USSR

REPORT: 50X1

SUBJECT: Road Data: Belgorod, Volchansk, Khar'kov & Vicinity

50X1

DATE DISTRIBUTED:

NO. OF PAGES: 2

NO. OF ENCLS:

SUPPLEMENT TO REPORT #:

RESPONSIVE TO: CO/C Guide [illegible]; Guide 17c

SOURCE: 50X1

1. A loose-surfaced, all-weather road (No 903 on legend) ran from Khar'kov north northeast to Liptsy via Tsirkuny. Another loose-surfaced, all-weather road (No 903 on legend) ran from Khar'kov northwest to Belgorod.

2. The loose-surfaced roads were approximately eight meters wide. They were designed and constructed for heavy usage. The road foundation consisted of crushed rock and the top layer was of crushed stones surfaced with sand. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the road. The roads ran through level terrain.

3. The roads were periodically inspected and maintained by assigned work crews. Stones, gravel, and sand were piled in certain sections along the road for the workmen to use in their repair work of the roads.

4. A number of loose-surfaced, dry-weather, dirt roads (No 935 on legend) ran in the vicinity of Pokhnovye, Tarasovye, Liptsy, and Krasnaya Polyana. These towns and villages were located east, northeast, north and northwest of Khar'kov.

5. The dirt roads were approximately five meters wide and were considered to be principal dirt roads. The roads had a natural sand-clay foundation. The dirt roads were crowned for easy drainage but did not have shallow drainage ditches alongside them.

6. The dirt roads were continually maintained by villagers and farmers who used oldfashioned horse drawn wooden graders in their resurface work of the roads. During the spring thaw or rains the dirt roads would become potholed and deeply rutted. It was possible to travel on the roads at this time but the going would be extremely rough. In winter when the ground was frozen and during the summer when it was dry, heavy vehicles could travel on the dirt roads. At times the heavy vehicles got off the dirt roads and traveled on the farmers fields.

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7. A number of cart tracks (No 345 on legend) run in the same vicinity as the principal dirt roads. They were from two to three meters wide. They were used for short cuts, inter-village and farm communications and in some sections to haul lumber out of the woodlands. The cart tracks had a natural sand-clay foundation.

8. The cart tracks were unmaintained. During the winter when the ground was frozen or in summer when it was dry these tracks were occasionally capable of bearing heavy traffic.

(On file in CIA Map Library is an Eastern Europe Map, scale 1:250,000 AMS Series E501, AMS 1, NH 37-4 of Bulgorod, USSR, indicating the various roads and cart tracks with legend. UNCLASSIFIED)

- end -

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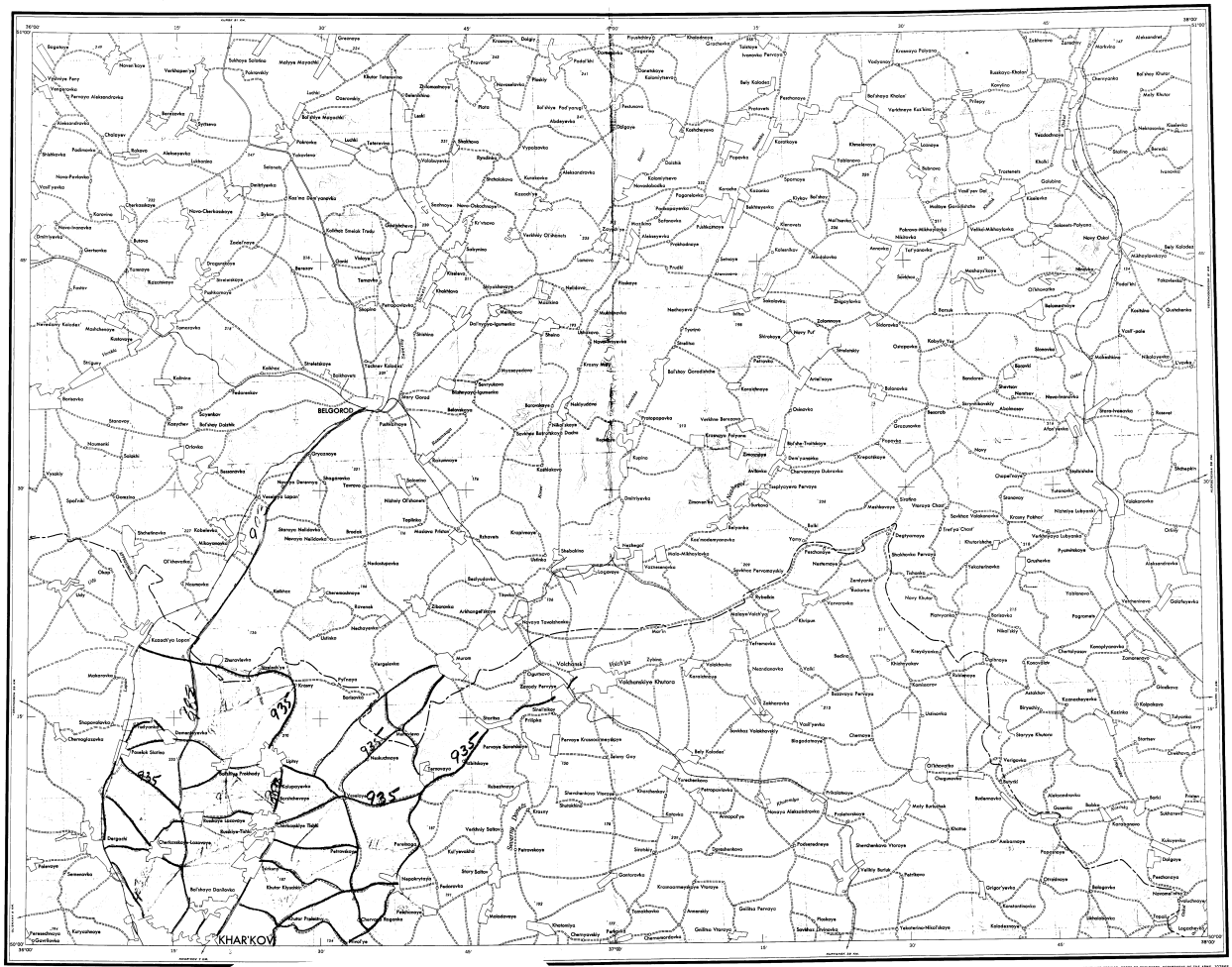
EASTERN EUROPE 1:250,000

BELGOROD

AMS 1

NM 37-4
A.M.S. SERIES N501



A.M.S. N501
AMS 1

Prepared under the direction of the Chief of Engineers by the Army Map Service (ISAMO), 1st Logistical Command, U.S. Army, in 1949, from Eastern Europe (ISAMO), 1st Logistical Command, U.S. Army, in 1949, from Eastern Europe (ISAMO), 1st Logistical Command, U.S. Army, in 1949. Planimetry compiled from aerial photographs and Soviet 1:50,000 topographic maps. Hydrography compiled from aerial photographs and Soviet 1:50,000 topographic maps. Transliteration of Russian place names in accordance with the system of the Paris semicolonial size shown.
Road classifications should be referred to with extreme caution. The information verified by reconnaissance. Gauge and existence of some railroads doubtful due to

LEGEND

POPULATED PLACES
Small; Moderately Densely built-up
500,000 or over — MOSKVA
100,000 to 500,000 — MINSK
50,000 to 100,000 — PYATIGORSK
5,000 to 50,000 — Khvalynsk
Less than 5,000

RAILROADS
1' gauge — Single track — Multiple track
4'8½" gauge
Narrow gauge
Under construction
Impassable
USSR: standard
USSR: Iraq and abroad
Horizontal control point
Spot elevation in meters — 131

Hard surface
Hard surface
Hard surface
Hard surface
Loose surface
Loose surface
Crusher
Track or trail
Mine
Principal rte
Public Radio
Intermittent st
Swamp, marsh
Road, Limit of danger
Rock, sand, Wharf, pier
Firebreak Park
Woodland

ROAD DATA -"PIONEER"

*Hard Surface, All weather road, two lanes wide, 6 - 8 meters
Hard Surface, All weather road, one lane wide, 3 - 5 meters
*Loose Surface, all weather road, two or more lanes wide, 5 - 8 meters
Loose Surface, All weather road, one lane wide, 3 - 5 meters
Loose Surface, Dry weather or dirt road

principal 935
other

Cart tracks (more than 1.5 and less than 2.5 meters)
Trails (less than 1.5 meters
Dual Highways (Superhighways)
Note: Label these roads exactly 8 meters or wider

Scale 1:250,000

10 0 15 20 25 Miles
15 0 20 25 30 35 Kilometers
15000 20000 25000 30000 35000 Yards

CONTOUR INTERVAL 20 METERS
DATUM IS MEAN SEA LEVEL OF THE BALTIC 1629, AND BLACK SEA
PROJECTION IS MODIFIED POLYCONIC
GRID: 1000-METER U.T.M. GRID ZONES AND 5'-MINUTE GRID TICKS
SHEET LIMITED FROM 37.00' EASTWARD FOR THE CENTER OF THE NEXT EAST OF THIS SAME ZONE. NEARLY DIAGONAL CLOSURE IS ABOUT EASTERLY
RESTRICTED

GLOSSARY

LOCATION DIAGRAM FOR NM 37-4

INDEX TO BOUNDARIES

COVERAGE DIAGRAM

COMPILATION SOURCES

BELGOROD, U.S.S.R.
N5000-E3600/100x200

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BELGOROD

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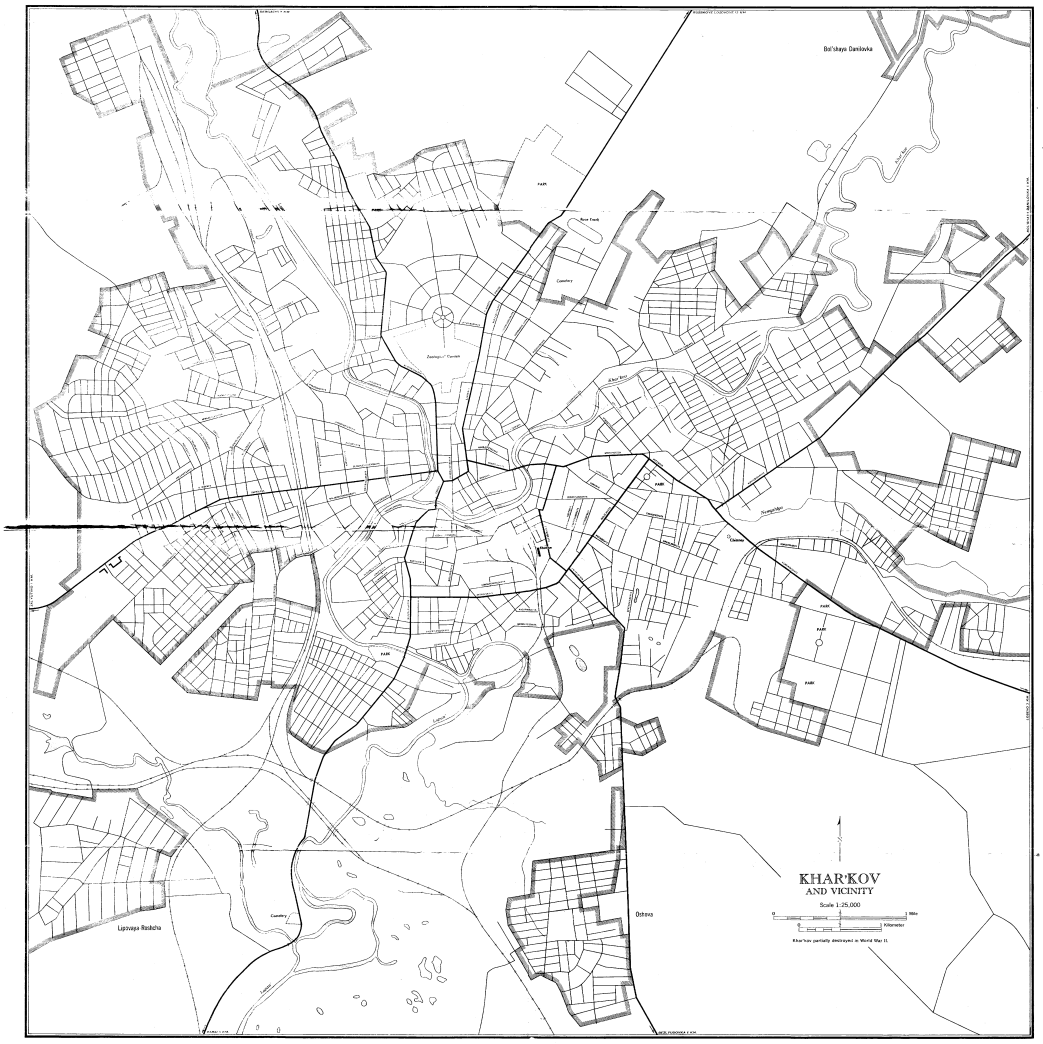

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